

LIGHT RAILWAY NEWS

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The Light Railway Research Society of Australia



Hon. Editor: J. Browning, 36 Tait Street, MACKAY 4740 (079 51 1337)
Membership Secretary: A. Hennell, 3 Fairless Street, SHEPPARTON 3630 1087 .8
LRRSA NSW Hon. Sec: C. Wilson, PO Box 290, BURWOOD 2134
LRRSA Vic Hon Sec: J. Stock, PO Box 21, SURREY HILLS 3127
SA Meetings Sec: A. Lockyer, 6 Dunedin Street, DOVER GARDENS 5050 ---50.00
Hon Editor Light Railways: R. McKillop, 10A The Bulwark, CASTLETON 38967
Vic Bushbashing: G. Thorpe, 40 Roy Street, DONVALE 3111 (03 842 38967)

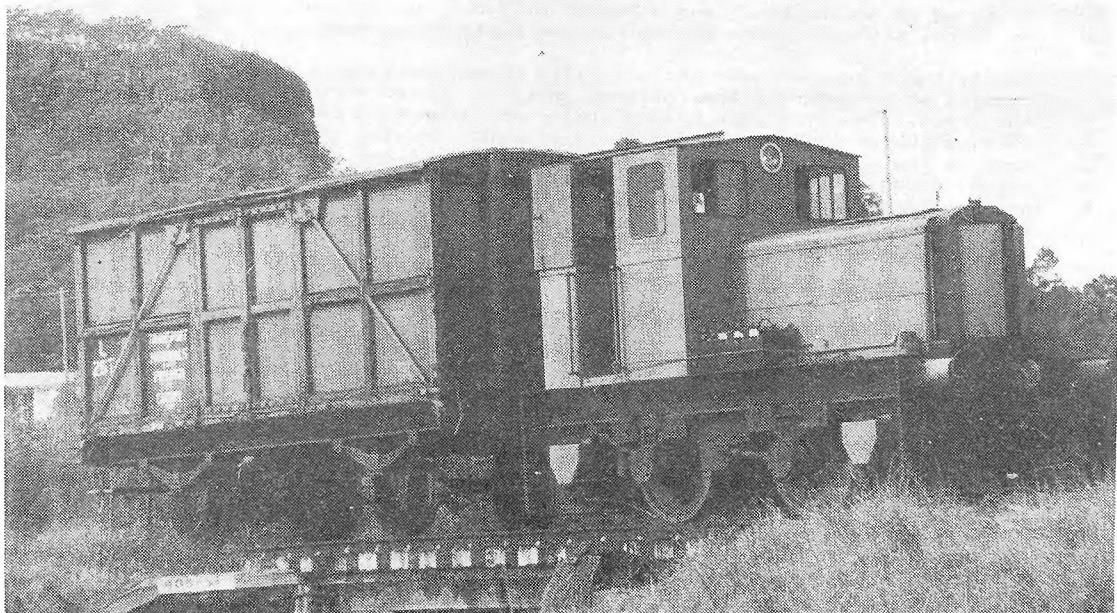
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LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA - ESTABLISHED 25 YEARS



Dorrigo Steam Railway & Museum : F.C. Hibberd "Planet" 4wDM (3570 of 1952) poses for photographs between Glenreagh and the Orana River Bridge while on trials, 28/6/86

Photo : John Kramer

NOTES, CORRECTIONS AND COMMENTS

Lindsay Whitham has contacted the Editor concerning the offer he makes to sell copies of his articles at a reduced price as referred to on p.19 of "Light Railways" 93. The publications containing the articles - on the Catamaran Colliery, T-rail in Tasmania, and also the Hotels of Zeehan - are available at \$2 each to Society members direct from Lindsay Whitham, 43 Mount Stuart Road, MOUNT STUART 7000.

Mr.Campbell who has a book order outstanding from the NSW Division - please contact the NSW Secretary (address above). Your address details were destroyed in the mayhem created by the "big wet" experienced in Sydney recently.

FIELD REPORTS

Anderson & Rowe Tramway, Marysville, Victoria

About 3km south of Marysville may be found the remains of some of the tramway and sawmilling operations of the Marysville Timber and Seasoning Company, formed in 1930 by E.J.Anderson & C.H.Rowe.

100 metres south-west of the Paradise Plains - Keppel Lookout Road junction is the site of the winding gear which served the gravity-operated 3-rail No.1 incline down to Wilks Creek. Only the timber foundation and sections of the wooden frame may be found here, along with a couple of steel brake bands lined with wood.

A couple of hundred metres downhill two log bogies (one with its wooden bell brakes still intact) lie, probably the result of a runaway. Several sections of railway weight rail, used for the centre rail of the line, may be found on the incline, and a number of cable support rollers are also to be found, although there was no haulage cable to be seen.

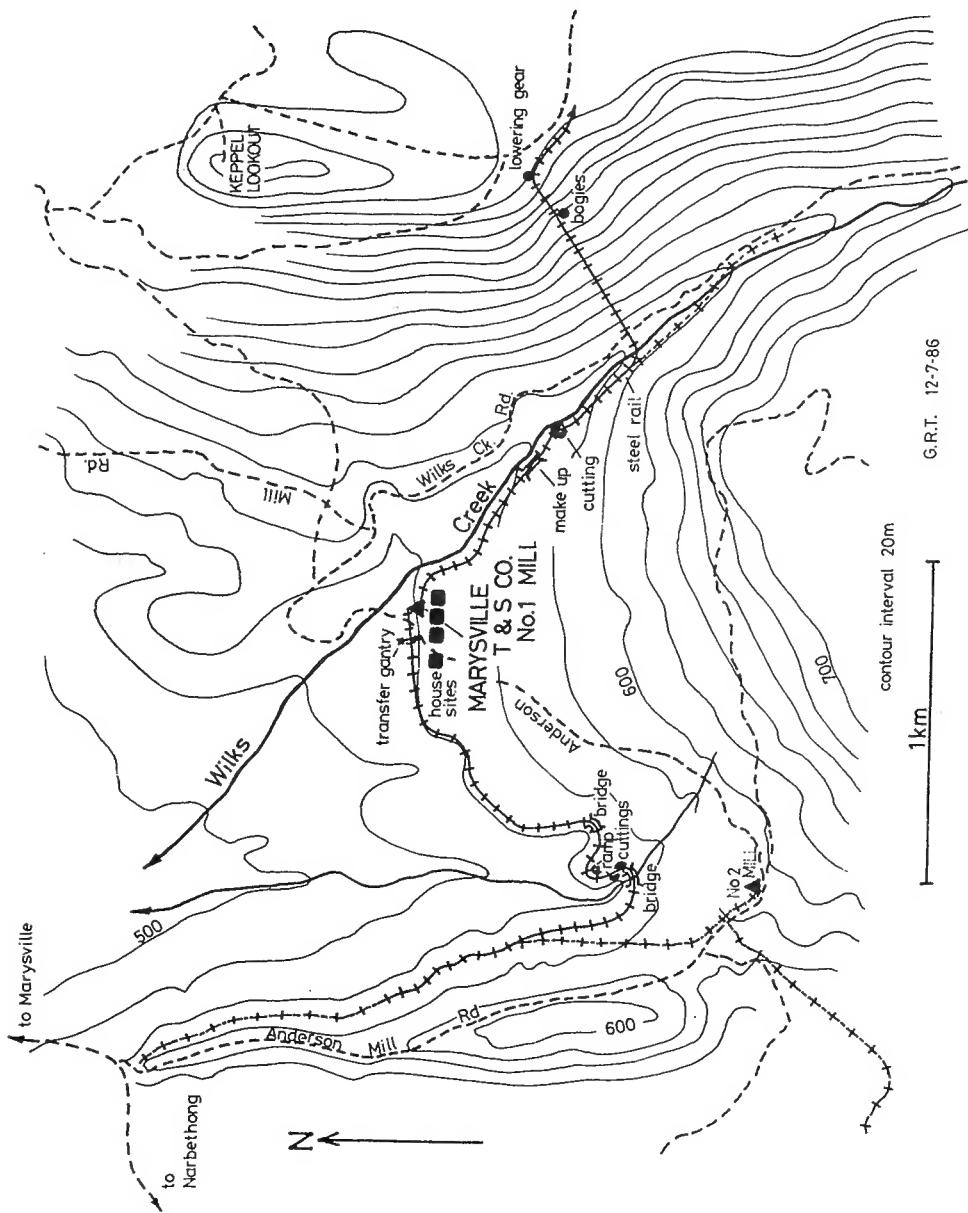
Fairly thick ground cover beside Wilks Creek precluded discovery of any remains at the base of the incline, where it curved north-west to follow the creek. The line also headed south-east from this point to a winch site, although this branch was not explored. Tracing the line back towards the No.1 Mill site was not particularly easy, due to the thick ground cover, although a couple of sections of 20lb rail were found. A small cutting and a log make-up were also observed. An occasional electrical insulator in a tree or on the ground indicated that a phone line connected the No.1 Mill to the winding gear at the head of the incline.

Relics at the mill site included the concrete mill machinery foundations, house sites and a timber transfer gantry, located at the start of the outlet tramway, which was in use prior to the 1939 bushfires. The formation of this line was reasonably easy to follow for the first few hundred metres from the mill, but then became lost in a recently logged area. It was picked up again at a cutting and low curved bridge across a small water course. Remains of a log ramp followed by a second low curved bridge were then reached. After this, the line headed north along the side of the hill, and was followed to within a kilometre of the Marysville - Narbethong Road, when rain set in and the walk was abandoned.

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CITRA CONSTRUCTION LTD., Burroway Bay, Homebush Bay, Sydney
(see LRN 4 p.7) 1000mm & 1067mm gauge

An auction was held here on May 28th 1986, and it was believed that three Billard diesel locomotives here since at least 1974 were to be included in the sale. However, they were withdrawn from sale and were later reported to have been sent to Queensland (see later this issue for more details).

Craig Wilson 8/86

DORRIGO STEAM RAILWAY & MUSEUM (see LRN 42 p.4) 1435mm gauge

F.C.Hibberd "Planet" 4wDM 3570 of 1952 worked trials at Glenreagh on June 28th (see cover photo), and worked through to Dorrigo the next day. The large bulk of the collection has been moved to Dorrigo by rail, and in September Army engineers were due to "invade" the line.

John Kramer 7/86

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park 610mm gauge
(see LRN 53 p.5)

The first part of the 1986 CEP scheme finished on August 22nd with great success. The second part, due to commence in early September, involves the restoration of Perry 0-6-2T TULLY No.6 (7967.49.1 of 1949). The boiler was returned from the Port Kembla Steelworks boiler shop on July 17th, having received a new inner firebox, new tubes, new stay bolts, and tube plate repairs. A certificate for 1050 kpa (150 lbs/sq.inch) has been issued, which should enable this loco to steam on into the next century. Underframe, bearings and motion have been overhauled, and a new footplate, cab, bunker and side tanks fitted. The next tasks will be to manufacture new lagging and boiler covers.

High passenger figures continued during the winter steaming days, especially on July 13th when the Illawarra Jazz Club visited Albion Park for a mid-winter picnic. Jazz and steam proved to be a good combination for the many visitors, and 600 rides were given.

During mid August, a new set of points fabricated at Albion Park were spliced into position in the compound yard. These points will enable carriage shed road 5 to be constructed. Plans and specifications for the shed extension over roads 4 & 5, as well as a museum display building have been prepared. The frame components for the carriage shed extension are already on hand. The roof trusses for the planned display building are also stored at the museum awaiting the moment when the construction of this structure reaches the top of the works priority list.

Ken McCarthy 8/86

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LACHLAN VINTAGE VILLAGE, Forbes (see LRN 46 p.2) 610mm gauge

An auction is to be held on site on November 1st, and included in the sale are the three 2ft gauge steam cane locomotives here. These are Bundaberg Foundry 0-6-2T 4 of 1952 (ex RALF of Bingera Mill), John Fowler 0-4-2T BRITANNIA (16340 of 1924), which has a current boiler certificate, and John Fowler 0-4-2T 16341 of 1924 (both ex Tully Mill). The auctioneer is Michael Robertson & Co., PO Box 62, FORBES 2871, phone (068) 52 3134. It is believed that the three ex NSWGR locos here may also be auctioned if title to them can be proved.

Craig Wilson 8/86

METROPOLITAN WATER SEWERAGE AND DRAINAGE BOARD, Sydney (see LRN 43 p.5)

Construction is proceeding on three ocean sewage outfall tunnels to be completed in 1990-1. These will cost \$270 million and will be at Malabar, Bondi, and North Head. The Malabar tunnel is 4.1m in diameter and descends a 1 in 4 decline to its planned depth, from where a 3.7km tunnel will run out to sea to the sewage discharge point. A newspaper photo of the Malabar tunnel shows rail tracks of possibly around one metre gauge running down the centre.

"Sydney Morning Herald" 5/7/86 via Craig Wilson

STEAM TRAINS PTY. LTD., Kurrajong (see LRN 44 p.10) 610mm gauge

A number of projects in which it was hoped to become involved have proved abortive, resulting in the decision to sell further equipment. Hudswell Clarke 0-6-0 1838 of 1950 and the two restored ex-QGR rail motor trailers have been sold to Mossman Central Mill, North Queensland, for use on their Ballyhooley Steam Express tourist train. This sale was negotiated with the involvement of CSR Ltd., who donated the locomotive for preservation in the first place. It is anticipated that the locomotive and tender will be arriving in Mossman in the near future.

Bruce Belbin 9/86, Bernie Milford 9/86

TIMBERTOWN WAUCHOPE (see LRN 30 p.5) 610mm gauge

It is reported that the rebuilding of John Fowler 0-4-2T 17881 of 1929 is now proceeding after some delay with a view to returning it to service in the near future. This loco was acquired from Steam Trains Pty. Ltd. in 1984 (see LRN 40 p.7).

Bruce Belbin 8/86

QUEENSLAND

SUGAR RESEARCH LTD., Sugar Research Institute, Mackay

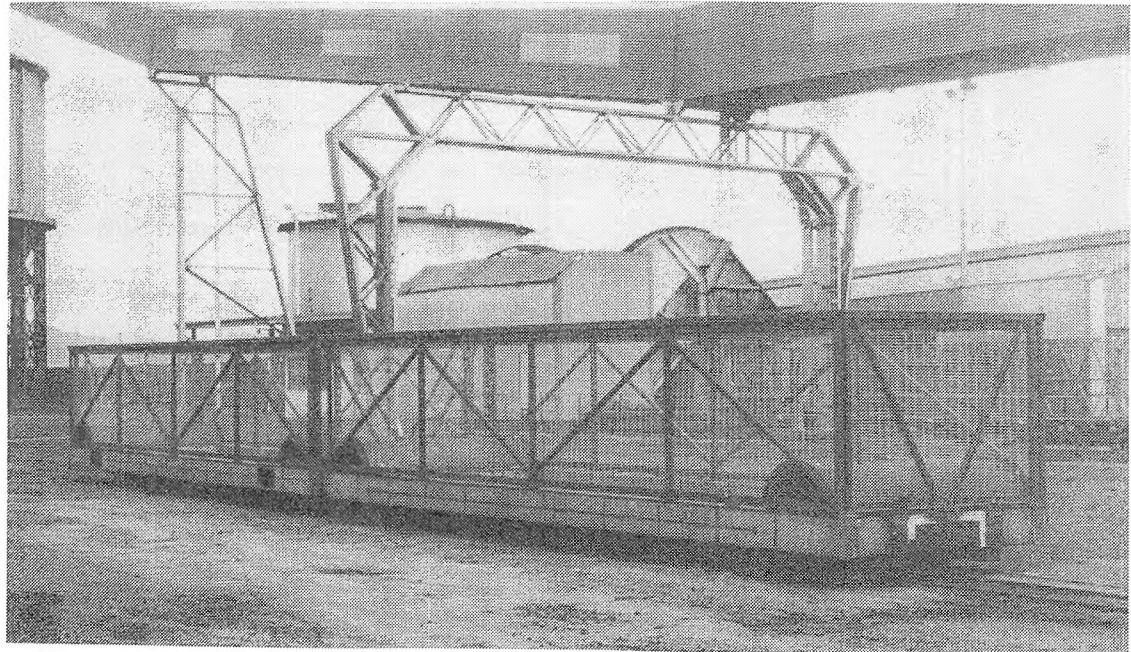
The 1985-6 Annual Review of the Institute details a range of developments associated with cane tramways.

The preservation of timber sleepers in fuel oil using a hot and cold cycle has been investigated. The process, not widely accepted because of the cost of heating energy, can be carried out economically by sugar mills using waste heat from the milling process. Also being investigated are new types of elastic fastenings for concrete sleepers.

Investigation into bogie loco performance has focussed on drive train failures. Main line railway locomotives tend to limit tractive effort developed by the loco to about 24% of the loco's weight, but canefield locomotives are frequently called upon to develop a tractive effort of over 40% of their weight. A study of torsional vibration of locomotive bogies has been continued.

The large four-wheel cane wagon project has developed to the stage of prototype vehicles being constructed, and tested in 1986 at Marian Mill. These wagons, about 10m in length, have to negotiate curves as small as 100m radius. Although axle loads will increase, it is believed that maintenance costs are strongly correlated with the number of axles in use so the new concept offers significant savings.

A computer system to generate a schedule for cane railway operation directly from specifications of track geography, cane deployment, and locomotive and rolling stock characteristics has been developed. Work has been continuing on the Institute's "Guide to Cane Railway Engineering".



The revolutionary new "big bins" developed by the Sugar Research Institute and built by Walkers Ltd., of Maryborough, shortly after arrival at Marian Mill for trials, 13/4/86

Photo : Editor

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Development work has been continuing into a hot axle box detector, which is designed to count the number of axles of a train as it passes, and when a hot box is detected, sounding the alarm to the mill traffic office. It is expected that this device can reduce significantly the number of derailments which occur.

Automatic cane bin number identification at the weighbridge has already been adopted by three mills, using a bar code system. An alternative system using a small transponder attached to each bin is currently under investigation.

Sugar Research Ltd., 7/86

STUART ARBUTHNOT, Homebush

610mm gauge

This cane farmer, like a number in this area, has a "horse line" on his property, liked directly to the Racecourse mill tramline system. Bins are moved on these private lines by tractors nowadays, but a small petrol locomotive was formerly used by this farmer. Now dumped out of use, the loco is a small 2-2wPM (drive to the rear axle only), fitted with a 4-cylinder petrol engine. It has a generous number of seats in the cab, possibly once used for transporting the cane cutting gang to the field.

Editor 7/86

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY
Durundur Railway, Woodford (see LRN 52 p.11)

610mm gauge

The boiler of Bundaberg Foundry 0-6-2T 5 of 1952 is currently at Babcock Australia for retubing. The locomotive chassis is receiving attention at Woodford rather than elsewhere as originally planned. The side tanks have been removed and the frames lifted, enabling the dropping of axleboxes and wheelsets for inspection.

"Durundur Railway Bulletin" 7/86

BLI BLI CANE SUPPLIERS COMMITTEE, Alf Muller Park, Bli Bli (see LRN 47 p.10) 610mm gauge

John Fowler 0-4-2T BLI BLI (14418 of 1915) has been repainted and a substantial canopy has been placed over it. However, it unfortunately still lacks a chimney.

Editor 8/86

BUNDABERG TRAMWAY PRESERVATION SOCIETY,
Botanical Gardens, North Bundaberg (see LRN 52 p.11)

610mm gauge

The Society's trackwork at the Botanical Gardens appears complete. Finishing work to the fine loco shed is still going on. The Society's loco, Bundaberg Foundry 0-4-2T 3 of 1952, is still at the Agro-Trend site in Bundaberg and work has still to begin on the construction of carriages. The Botanical Gardens are open daily.

Editor 7/86

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CITRA CONSTRUCTIONS LTD., Goonyella Network Electrification 1067mm gauge

Citra are contractors for the electrification work on the QGR lines from Hay Point and Dalrymple Bay, south of Mackay, to the mines they serve. Their depots are found at Jilalan, Yukan, and Waitara. On August 2nd, what appeared to be a small yellow 4wDM locomotive was seen at Yukan, but it had disappeared a week later. It would now appear that this is one of three such machines, which were stored at Citra's Sydney depot at Homebush Bay for a number of years. These were built by Societe Anonyme des Anciens Etablissements Billard et Cie., of Tours in France. They were originally 1000mm gauge, and possibly date from around 1969 (see LRN 4 p.7)

The three units were numbered 11E1, 11E2 & 11E3 in Sydney and are 4wDM locos bearing Billard builder numbers T75P VM 224, T75P VM 227 and T75P VM 228 respectively. The second had been converted to 1067mm gauge by 1978. It is not known if all three are in Queensland.

Craig Wilson 8/86, E.Rudorfer 9/86, Editor

Croydon (see LRN 43 p.7) 1067mm gauge

Restoration of ex-QGR 2-4-0 A10 202 (Vulcan Foundry 802 of 1877 for Fairlie Engine Co.) had commenced by March and it was hoped repainting would be completed in time for the Croydon Centenary celebrations in June. Work done included refitting cab stanchions and plates, and the replacement of the smokebox door. Steel plate was used to create a false boiler outline, restoring the loco to close to original appearance. The loco was in industrial use by John Forsyth from 1906 to around 1915. It can be found in a park on the south side of the Gulf Development Road on the western outskirts of town.

"Sunshine Express" 5/86

FAIRYMEAD SUGAR CO. LTD., Fairymead Mill (see LRN 50 p.7) 610mm gauge

A new terminal has been built close to the Burnett River ferry to accommodate cane traffic from Quanaba Mill across the river. Two semi-trailer transports work non-stop bringing three bins at a time each across the river. Two parallel tracks some 600m. in length accommodate full and empty bins at the loading/unloading point. Empty bins are hauled here along the old ferry line to the east of the mill, but loaded bins go to the mill on a new line about a kilometre in length running to the "full yard" to the north of the mill.

A small green 4wPM loco was rediscovered disused near to the mill. It shows some design characteristics of Malcolm Moore "Fordson" locos, and contains a Ruston & Hornby gearbox. It may originally have been built by the mill.

All the main line locos at the mill carry portable red "STOP" traffic signs attached to the rear of their cabs, presumably for protection in case of level crossing mishaps.

Editor 8/86

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FAIRYMEAD SUGAR CO LTD., Qunaba

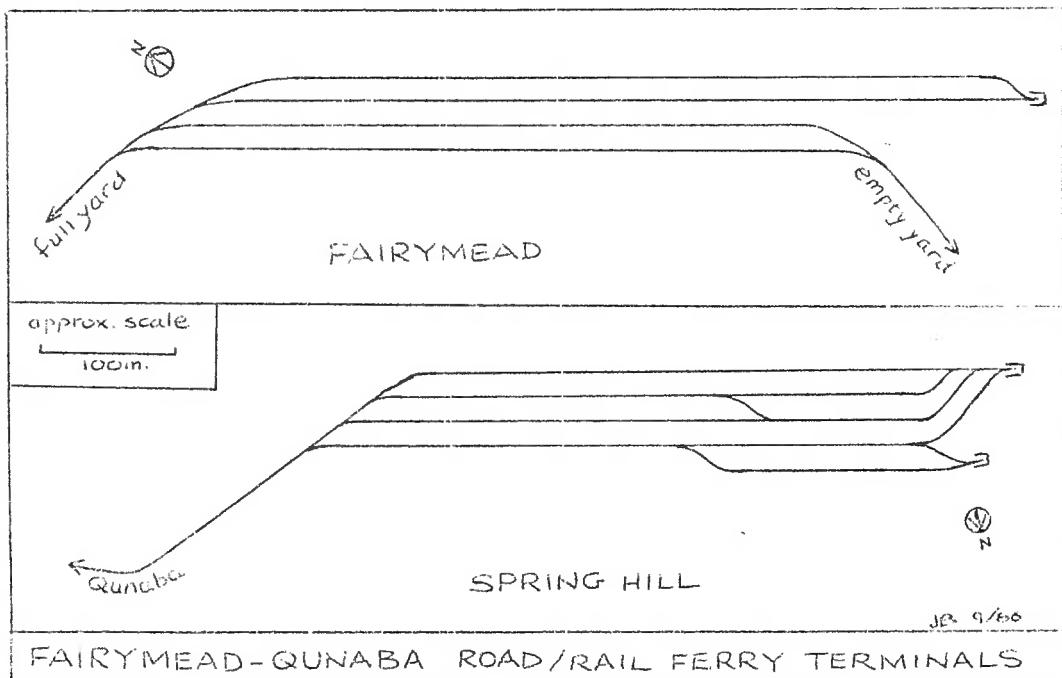
(see LRN 50 p.7)

610mm gauge

The majority of this mill's tramline system now serves Fairymead Mill via the Burnett River ferry, while a section near Windermere has been transferred to Millaquin Mill, with which the Qunaba tramways interconnect. The mill itself has been enclosed by a "security fence" made up of a double layer of old cane bins. New 6-tonne bins are now in use on the Qunaba system serving Fairymead. The two locos remain stationed at the loco shed at Qunaba. They are an E.M.Baldwin 4WDH rebuilt by Millaquin in 1980 from Baldwin 8860-2-8-79 (itself rebuilt from Baldwin 4529 of 1973).

An extension has been built in the Spring Hill area to a new yard constructed very close to the Burnett River ferry. Two semi-trailers each convey three full bins across the river and return with empties. (The ferry is also used by semi-trailers conveying raw sugar to the Port of Bundaberg.) A 12-minute turn-around was achieved when observed on a Friday evening in August.

Editor 8/86



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FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD.

610mm gauge

(see LRN 52 p.13).

The mill's loco livery has been modified in the case of some locos painted during the last slack season. A thin black line has been added either side of the thick black line which divides the yellow and grey painted areas of the locomotive. In addition, the loco frames have been painted a buff colour.

One newly-painted loco is Com-Eng 0-6-0DH CARLISLE (AI3271 of 1963) which was seen under repair in the loco shed in early July. It had collided with a gravel truck at a level crossing near the mill, and suffered extensive cab damage.

Editor 7/86

GIBSON & HOWES PTY. LTD, Bingera Mill (see LRN 45 p.9) 610mm gauge

With the closure or upgrading of light lines in the Wallaville area, a large number of small locos are to be seen at the mill, a number out of use. Four Malcolm Moore locos are to be seen, one dismantled for spare parts, plus two 4wDM locos and one 4wDH. The hydraulic loco has now been permanently coupled to a grass cutter powered off the locomotive by hydraulic hoses. These four Malcolm Moores are believed to have originated as 4wPM locos 1007, 1008, 1009 & 1025 of 1943, but which is which seems unknown now. There are also two Motor Rail "Simplex" 4wDM locos. One numbered 173-72 is Motor Rail 10233 and is out of use. The other is Motor Rail 10234, and is fitted with the familiar orange flashing light. Ruston & Hornsby 4wDM 387893 of 1955, which was rebuilt to a grass cutter hauler in 1973, is now out of use. There is also another "Simplex" type 4wDM at the mill, F.C.Hibberd "Planet" 4wDM 3919 of 1959, but this was not observed.

Editor 8/86

ISIS CENTRAL SUGAR MILL CO. LTD. (see LRN 45 p.10) 610mm gauge

A new brake wagon built by Hexham Engineering was expected around the start of September. Number 1, John Fowler 0-6-0DM 20776 of 1935, remains engineless in the scrap area near the old sugar shed.

Editor 8/86

MARIAN MILL CO-OPERATIVE SOCIETY LTD. (see LRN 52 p.13) 610mm gauge

A second pair of prototype long wheelbase bins arrived at the mill around the start of August. These, built by North Queensland Engineers & Agents of Cairns are built to the same general specifications as those delivered by Walkers Ltd. of Maryborough in April. However, there are detailed differences, with a hopper type lower portion and axleboxes much more accessible. Testing of the bins in service was expected to start in mid-September, but some preliminary trials with the Walkers units had taken place earlier, in a train hauled by a mill loco and consisting of the Sugar Research power wagon and computer car followed by the two bins. The reason why Marian was chosen for testing purposes is that only this mill has a tippler large enough to accommodate the new bins - it normally tips three conventional type bins at a time.

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The mill plans to extend its tramline about 5 km. along the formation of the old QGR Owens Creek Branch from Mount Martin to Langdon.

Robert James 8/86, Editor 8/86

MILLAQUIN SUGAR CO. PTY. LTD. (see LRN 45 p.10) 610mm gauge

Seven four-wheel ballast wagons, painted in red oxide were noted outside the loco shed in August. These appear to be contractor type vehicles rebuilt to serve the mill's needs. Bundaberg Foundry 0-6-2T 1 of 1952 was noted stored in a building near the distillery area. It would appear that no work has been done on its restoration since January 1985.

Editor 8/86

MOSSMAN CENTRAL MILL CO. LTD. (see LRN 49 p.9) 610mm gauge

As reported elsewhere this issue, the mill has purchased Hudswell Clarke 0-6-0 SYDNEY (1838 of 1950) from the Belbin family company, Steam Trains Pty. Ltd., together with the two ex-QGR rail motor trailers they have rebuilt as 2ft gauge carriages. The loco first entered service at Hambleton Mill, so it is returning to a mill close to its original "stamping ground". It is expected that the loco will go into service next year, fitted with gas firing equipment.

The 1986 season is the last one when the "Ballyhooley Steam Express" will run to Newell. The new Port Douglas line is expected to come into operation next year in connection with tourist development going on at Port Douglas.

Bruce Belbin 9/86, Bernie Milford 9/86.

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD. 610mm gauge
(see LRN 43 p.9)

Tenders were called nationally in July for the purchase and removal in a dismantled condition of Bundaberg Foundry 8 of 1953. This was dismantled in 1980, but firebox repairs were found to be necessary. It was subsequently stored under cover in the mill workshop area.

Editor 7/86

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD., Mackay 610mm gauge
(see LRN 44 p.11)

Work is steadily progressing on the new tramway yard being developed to the south of the Peak Downs Highway. The new full yard has been laid down with 6 tracks, and the tippler and "creeper" mechanisms appear to be nearing completion. A number of prefabricated points, made with steel sleepers, were seen on site awaiting installation in July. Little work has been done so far on the empty side of the new yard.

Editor 7/86

TINTABEL MOUNTAIN TRAMWAY, Arcadia, Cooroy (see LRN 48 p.9) 610mm gauge

During March, extensive drainage works were undertaken in the area of the switch back, with rock retaining walls put in place. This was the area where a large landslip occurred during 1985. The new NOR bogie wagon was put to good use in this work. It has floor space of 1m x 4m with removable drop sides, and has vacuum brakes and safety chains.

Track improvements have continued, with sleepering work being completed, ballasting extended, and heavy duty fish plates fitted on troublesome joints.

The alignment of the top section of trackbed was improved further in August 1986, with blasting and rock moving. The result is a consistent moderate grade to the summit of Mount Tinbeerwah. The next project is to lay track on this remaining 330m. section to the summit. A loop siding will be installed here this year if time permits.

The latest loco is nearing completion in Mildura, Victoria. It will be a bogie loco, petrol engined, with a hydraulic motor mounted on each bogie. (Is it correct to describe machines with hydraulic motors as distinct from torque converters as "hydraulic" or "mechanical"? - Ed)

Russell Savage 8/86



Worksite at the washaway, March 1986. A variety of rolling stock is to be seen here : (from left) Fairmont & KS petrol trolleys, 4wPM loco H220, the NOR bogie wagon and a Ministry of Supply flat car. Photo : Russell Savage

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QUEENSLAND DEPARTMENT OF FORESTRY,
Woodworks Forestry and Timber Museum, Gympie.

914mm gauge

This interesting and informative museum is being developed on the Bruce Highway north of Gympie. A number of exhibits are complete, and a steam sawmill is under construction. Video showings and a well-stocked bookshop complement the displays, and there are a number of informative free booklets and leaflets, including a useful "Glossary of Timbergetting Terms". The main tramway exhibit is a log trolley built for Lars Andersen in 1922. Andersen operated a sawmill near Esk, and the trolley was one of two used on a 740m. balanced incline from Pinecliffe to Cressbrook Creek, at the foot of which the logs were transferred to tramway wagons for the 1.5km journey to the sawmill. The tramway is believed to have closed in 1942. The log trolley was recovered in severely weathered condition, and rebuilt in 1983. It is displayed on a section of 3ft gauge wooden-railed track.

Editor 8/86

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. (see LRN 53 p.8) gauges various

With the replacement of the boiler of 1067mm gauge 0-6-0T PERONNE (Andrew Barclay 1545 of 1919) in its frames, a boiler certificate has been granted. The cab roof has been restored and will be fitted soon, while rusted areas of the coal bunker have been renewed and couplings overhauled. The steam brakes have been tested. The next tasks are the refitting of boiler cladding, and the stripping and servicing of motion parts. The tedious work of scraping the old paint will have to be completed before any final painting is done. This loco will be a major attraction at the Port Adelaide museum site hauling special steam trains when relocation takes place.

"Catchpoint" 7/86

TASMANIA

CLEVELAND TIN LTD., Luina gauge unknown

An auction due to be held at Luina, near Renison Bell, on August 28th included Gemco battery electric locos, as well as associated tunnelling equipment.

"Financial Review" 13/8/86 via Craig Wilson

HYDRO-ELECTRIC COMMISSION (see LRN 52 p.15) 457mm gauge

Among equipment advertised for tender, closing September 7th, was one Joy HL3 air operated tunnel loader for 18" gauge with four only mine cars.

"Sydney Morning Herald" 28/8/86 via Craig Wilson

VICTORIA

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (VICTORIAN DIVISION),
Williamstown Museum. gauges various

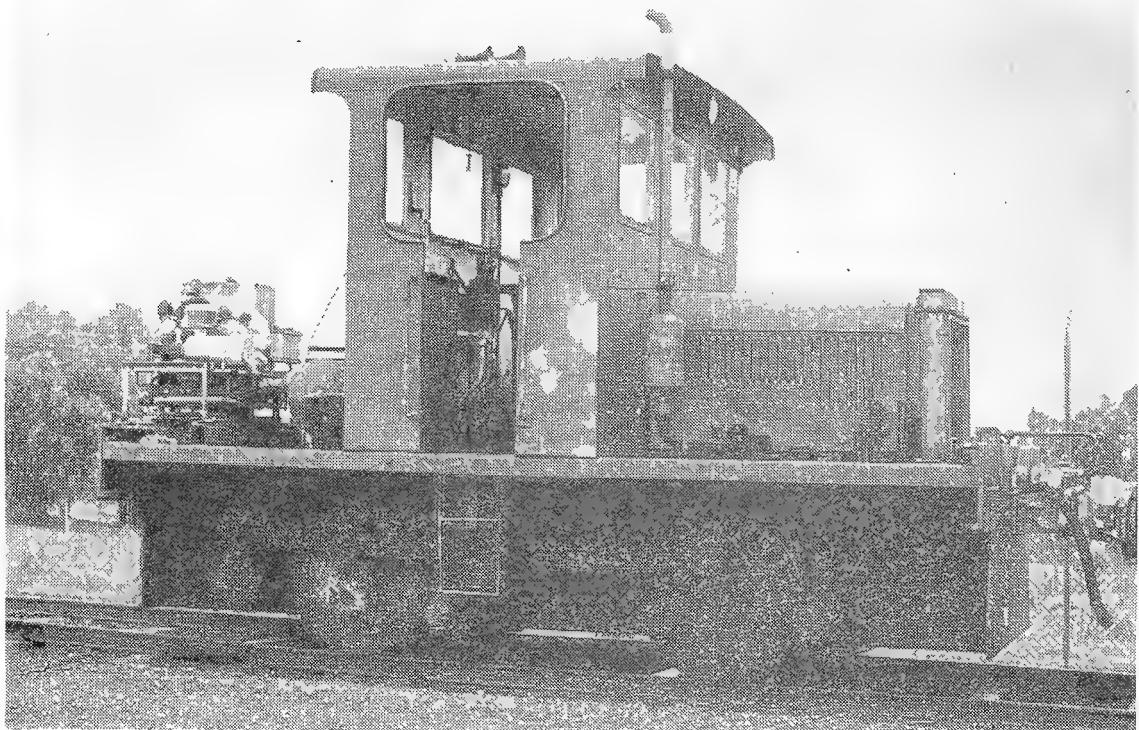
Not so far reported is a new exhibit here which arrived on July 3rd 1985. This is ex-State Electricity Commission 900mm gauge Bo-Bo WE (wire electric) 37, which was the third of its type to be assembled at Yallourn, in 1942, with major contractor Kelly & Lewis Ltd. having supplied main frame and car body.

Roderick B. Smith 8/86

SOUTHERN PRIVATE RAILROAD, Melbourne gauges various

Recently circulated to a number of preservation and other enthusiast groups was notification from this group that a large number of steam locomotives, mostly 600mm and 700mm gauge are to be imported for resale. Most are of German and American design, some are complete, while others need complete rebuilding. Available at present are locos with the following wheel arrangements: 0-4-0, 0-4-2, 0-6-0, 0-8-0, and 0-4-4-0 Mallet. Some of the locos are fitted with Klein-Lindner axles. Assistance is available for export and regauging. Mailing address of the organisation is 100-102 Inverness Avenue, The Basin 3154. One of the principals of the group is believed to be Jeff Daly (see LRN 51 p.9). Further information for inclusion in LRN would be most welcome.

David Mewes 8/86



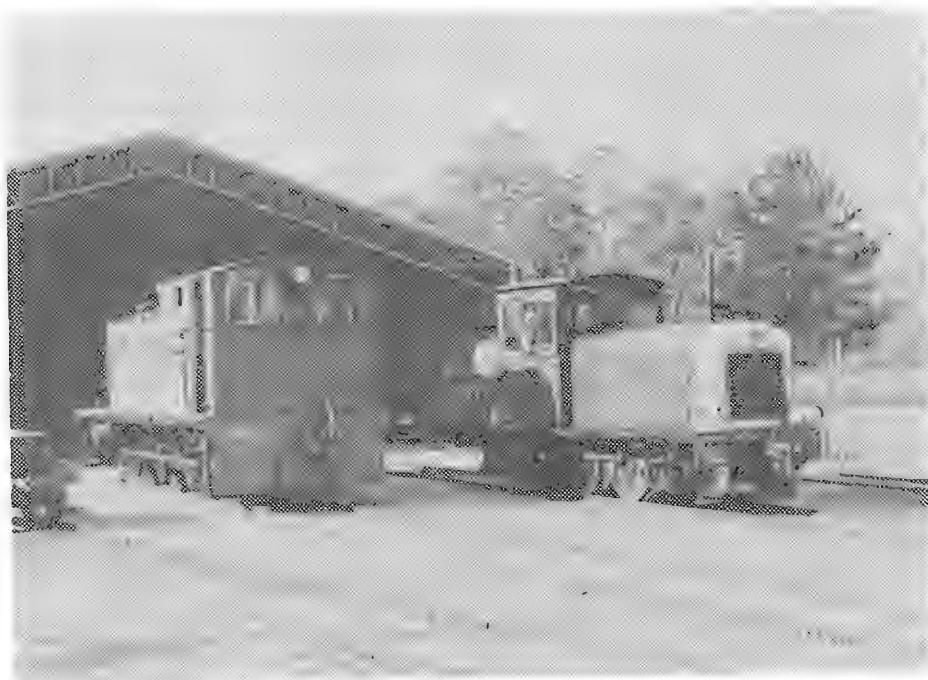
Castlemaine & Maldon Railway : Malcolm Moore 0-4-0DM ex APM Broadford at
Maldon, 30/5/86 Photo : John Buckland

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY (W.A.) INC.

Drewry 0-6-0DM SEC1 SOUTH FREMANTLE (2302 of 1950) was transferred from Pinjarra to Dwellingup on July 11th. It will be based at Dwellingup to haul bush railway trains to Ettimlyn. The bush railway concept was inaugurated on August 17th, and although SEC1 had some problems returning to Dwellingup with all four carriages it hauled on the outward journey, the trip was a dream come true through the jarrah forest, which should prove a considerable attraction.

"Pinjarra Steam Express" 8/86



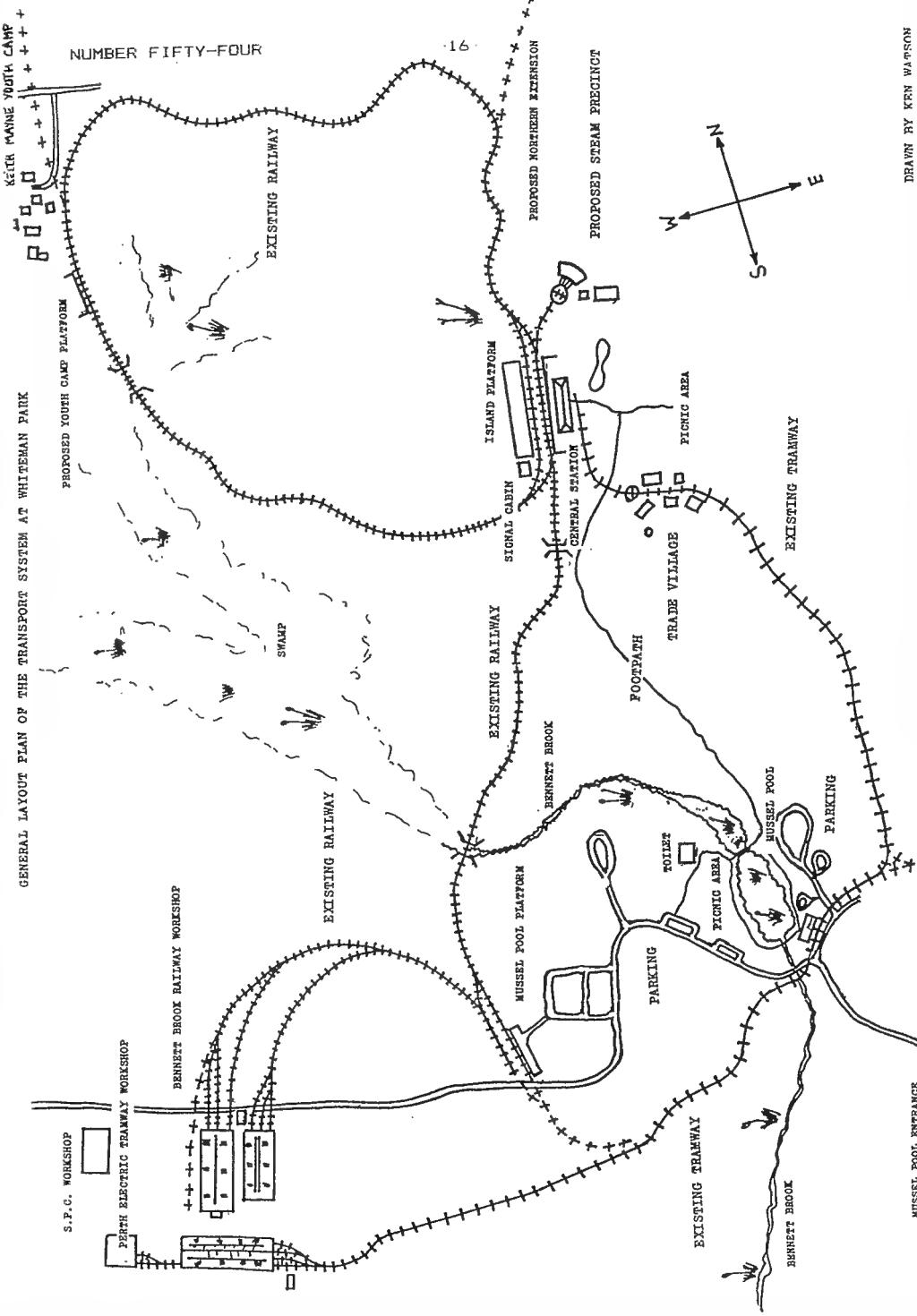
Hotham Valley's "big diesel" SEC1 makes acquaintance with ex-WAGR "little diesel" Z1152 at Dwellingup, July 11th, 1986.

Photo: Len Purcell

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC.,
Bennett Brook Railway, Caversham (see LRN 53 p.12) 610mm gauge

The boiler of ex-South African 2-8-2 NG123 (Franco-Belge 2670 of 1951) was given a successful live steam test on July 7th. As the opening of Whiteman Park was scheduled for September 20th - 21st, every effort was being made to have NG123 ready for commissioning, along with the QBB car set. It should also mark the commencement of regular services on the 4.5km loop line.

GENERAL LAYOUT PLAN OF THE TRANSPORT SYSTEM AT WHITEMAN PARK



DRAWN BY KEN WATSON

MISSRT. PORT. ENTRANCE

OCTOBER 1986

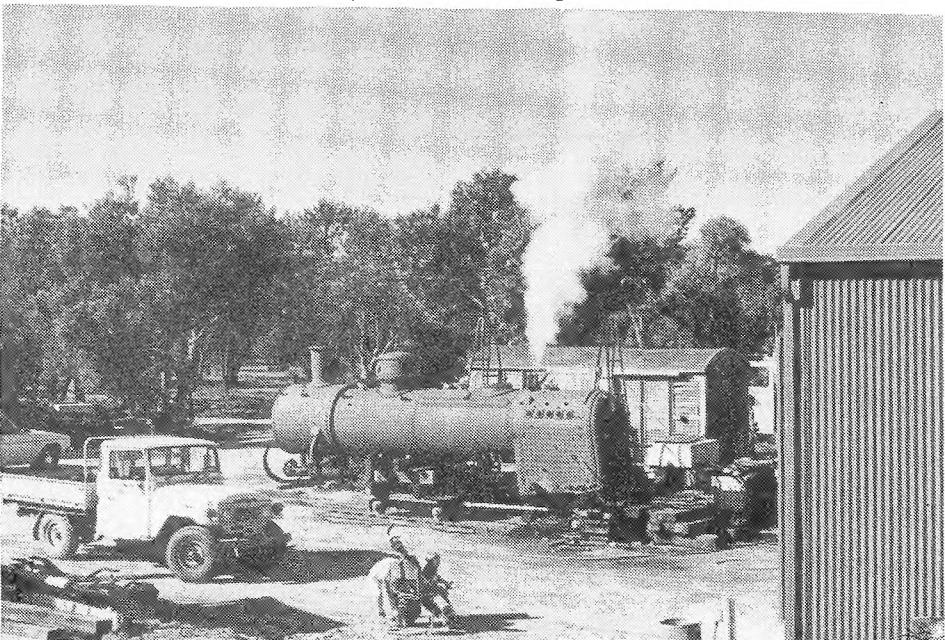
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NUMBER FIFTY-FOUR



The regular Bennett Brook Railway passenger train over the past few months - with "Planet" and "Ridley" locos in charge.

Photo : Ken Watson



Steam test of NG123's boiler, Whiteman Park, 7/7/86

Photo : Ken Watson

OVERSEAS - FIJI

FIJI SUGAR CORPORATION

(see LRN 52 p.18)

610mm gauge

Coral Coast Railway Co.

The Hudswell Clarke 0-6-0 locomotive restored for this operation is Lautoka 11 (of 1912), not as previously reported. The builder's plate for 972 is carried on the left cab side, and the plate from 1855 of 1950 is on the right cab side, thus leading to some confusion. The tender has been fitted with a VM 65hp diesel engine, and hydraulic transmission manufactured by HMC Fluid Power Co. of New Zealand. Drive is onto the rear axle of the loco, which is immaculately finished in red with polished brass work.

The Coral Coast Railway is a joint venture between Englishman Peter Jones and the Fiji Sugar Corporation. A 66-year agreement has been made to operate trains over 16km of FSC track between Yanuca (Yanutha) Island Station, near the Fijian Hotel, to Natadola Beach. There are currently two carriages in use, one equipped with a kitchen and eight seats, the other with 16 seats. A third 16 seat 10-metre car is under construction in Lautoka. The carriages offer comfortable accommodation amid 19th century decor, with suggestions of Raj and gypsy influences. There are dark blue carpets, polished yaka timber furniture, velvet button seats and framed historical photographs of CSR sugar operations.

The train, known as "Pacific Princess", departs from the Yanuca Island Station daily at 10.00. After a 2 minute stop at Cuvu (Thuvu) depot, it continues past magnificent coastal scenery, canefields, Fijian villages and rainforest while hostesses serve tropical fruit and drinks. The 16km journey takes 90-120 minutes, depending on crossings with cane trains and the number of trucks left on the main line by farmers. Such meetings require shunting movements to the nearest siding: a first hand experience of the operations of a busy sugar cane tramway. On arrival at Natadola Beach, the train crew prepare a barbecue lunch, which is served in the passenger cars, which are equipped with tables at each seat.

The locomotive is turned at Natadola on a "Y" and made ready for the return journey. Arrival back at Yanuca is usually around 17.00 - 17.30. Here the loco is detached and returns light engine to Cuvu depot for turning and refuelling ready for the following day's journey. At \$F30 for the day's outing, including food and drinks, the "Fijian Princess" provides a memorable experience which is highly recommended.

Bob McKillop 8/86, "Sydney Daily Telegraph" 19/8/86 via Greg Morris

Sugar Mills - General

Under Fiji's Ninth Development plan (1986-1990), a priority in the sugar industry is rehabilitation of the FSC sugar tramway system, particularly in the Western Division. Upgrading of track using 60lb rail imported from Australia and increased availability of trucks are the main objectives. An additional locomotive is reported to be on order from the United Kingdom.

The 1986 season is reported to be going well with Lautoka and Penang Mills setting new crushing records in August. During the week ending August 11th, Lautoka produced 7252 tonnes of sugar and two weeks later Penang set a new record of 1793 tonnes of sugar. Lautoka's record production came from 63,450 tonnes of cane or 9065 tonnes per day. The FSC expects to crush 3.8 million tonnes of cane, despite a reduction to 900 000 tonnes at Labasa due to the devastation of Cyclone Martin. However, breakdowns have plagued the Rarawai Mill, and it had only crushed 37.4% of its crop by August 24th.

Penang Mill

Hudswell Clarke 0-6-0 steam locomotive number 4 (1658 of 1935) has been moved from its display stand at the mill, and is now located on the scrap road along with "Simplex" 4wDM number 2 (Motor Rail 10440 of 1955), which is derelict and without its motor. This has probably been transferred to "Simplex" 4wDM number 1 (Motor Rail 10003 of 1947), which has been repaired and returned to service. Otherwise the loco allocation is as reported in 1982.

Lautoka Mill

The locomotive sold to the Coral Coast Railway Co. is number 11 (972 of 1911). Hudswell Clarke 0-6-0 locos 21 and 23 (1664 of 1936 and 1855 of 1950), previously reported as derelict at Lautoka Mill are still there, amid tall grass near the portable track repair yard. Identification numbers could not be located. Hudswell Clarke 0-4-0ST 19 (1056 of 1914) is still on display at the mill.

"Preserved" steam in Fiji

Hudswell Clarke 4-4-0 Lautoka 18, (1118 of 1915) in Churchill Park, Lautoka, is no more than an inglorious heap of rusted metal. Hudswell Clarke 0-6-0 Lautoka 24 (1856 of 1950) is still on display at the Fijian Hotel, but severe rust is now apparent. John Fowler 0-6-0TT Lautoka 7 (10656 of 1906) on display at the gateway Hotel, Nadi Airport, is still in relatively good condition.

Bob McKillop 8/86

HAWAII

RAILROADS OF HAWAII, Lahaina Kaanapali & Pacific RR, Maui 914mm gauge

This 6km line runs from Lahaina to Kaanapali on West Maui, and operates 5 trips daily. It is partially constructed on the trackbed of the Pioneer Mill's former 2ft 6ins gauge tramway, which closed in 1952.

Locomotives on the line are two rebuilt Porter 0-4-0T industrials built in 1943 and coming from the Carbon Limestone Company of Carbon, Ohio. Built originally to 3ft 2ins gauge, MYRTLE has been rebuilt as a 2-4-0 and is the current operating loco. ANAKA is a 2-4-2 currently awaiting reboiling. The third loco is a Plymouth diesel built originally for the Oahu Railway. There are four passenger cars, three of which were built in Pennsylvania, and the fourth by the LK&PR.

Travel Sales Ltd., Honolulu 8/86

MEETINGSSYDNEY 3 Announcements

October meeting - Queensland will feature again with slides of Jeff Moonie's trip to the northern part of that state, covering sugar mill tramways as well as the abandoned mining tramways of the Atherton Tableland.

LOCATION: Board Room, Bowler's Club, 95 York St., Sydney. Access through the Forestry Commission Office building next door (Town Hall side). On second floor.

DATE: Wednesday 22nd October at 7:00 PM

Menangle Open Day - The Division will again be mounting a display at the Menangle Steam Rally on November 8 & 9. Paul Simpson's Hudswell Clarke has an enlarged run, the track having been extended since the last Open Day. So why not come down and ride the train?

Climax, Climax, Climax - Richard Dunn, an American rail enthusiast, who has spent many years researching Climax locomotives will be visiting Sydney and it is hoped to have a meeting with him as guest on December 4th. The date and venue have not been confirmed in time for this notice, so members interested in coming to this meeting should contact one of the N.S.W. Division Committee.

ADELAIDE

Contact Arnold Lockyer for details of the next meeting

LOCATION: 150 First Avenue, Royston Park

DATE: Thursday 2nd October at 8:00 PM

THE SECRETARY

If you have any problems with any aspect of the L.R.R.S.A.'s activities, don't give up and imagine that nothing can or will be done; a short note to the Secretary at P.O. Box 21, Surrey Hills 3127 will achieve results, as this is part of the Secretary's job.

SORRY WE'RE LATE

Due to the L.R.N. master's disappearance somewhere between Mackay and Melbourne, the October mailout has been slightly delayed. In the meantime L.R.94 has been printed, so we trust that you find the wait well worth while.

(Editor's note : This edition of LRN is unavoidably delayed. It was despatched to Melbourne in mid-September but was lost in the postal system. This was not realised for several weeks, resulting in a severe delay. Apologies to all.)